

1972



1972 Pinto: fuel economy is the future



Born-again mogul of Detroit, Lee Iacocca (above) stands as the most visible champion of the American auto industry. Iacocca rose to the presidency of Ford Motor Company after conceiving the enormously successful Mustang, then was suddenly fired by chairman Henry Ford II in 1978. That year Iacocca was

named president of a badly foundering Chrysler Corporation and became chairman in 1979. He got a quick fix from 1.2 billion dollars in federal loan guarantees, then closed 13 of 47 plants and slashed employment. In elaborately staged television commercials (left), celebrities such as Frank Sinatra, Ricardo Montalban, and Iacocca himself pitch Chrysler's new fuel-efficient models. Rebounding from a 1.7-billion-dollar deficit in 1979, Chrysler posted a profit of 170 million dollars in 1982.

1984

1984 Indy winner, Rick Mears setting a new average speed record on his way to victory in the Champion-sparked Pennzoil Z-7 Special March/Cosworth.



Photos courtesy of Indianapolis Motor Speedway.

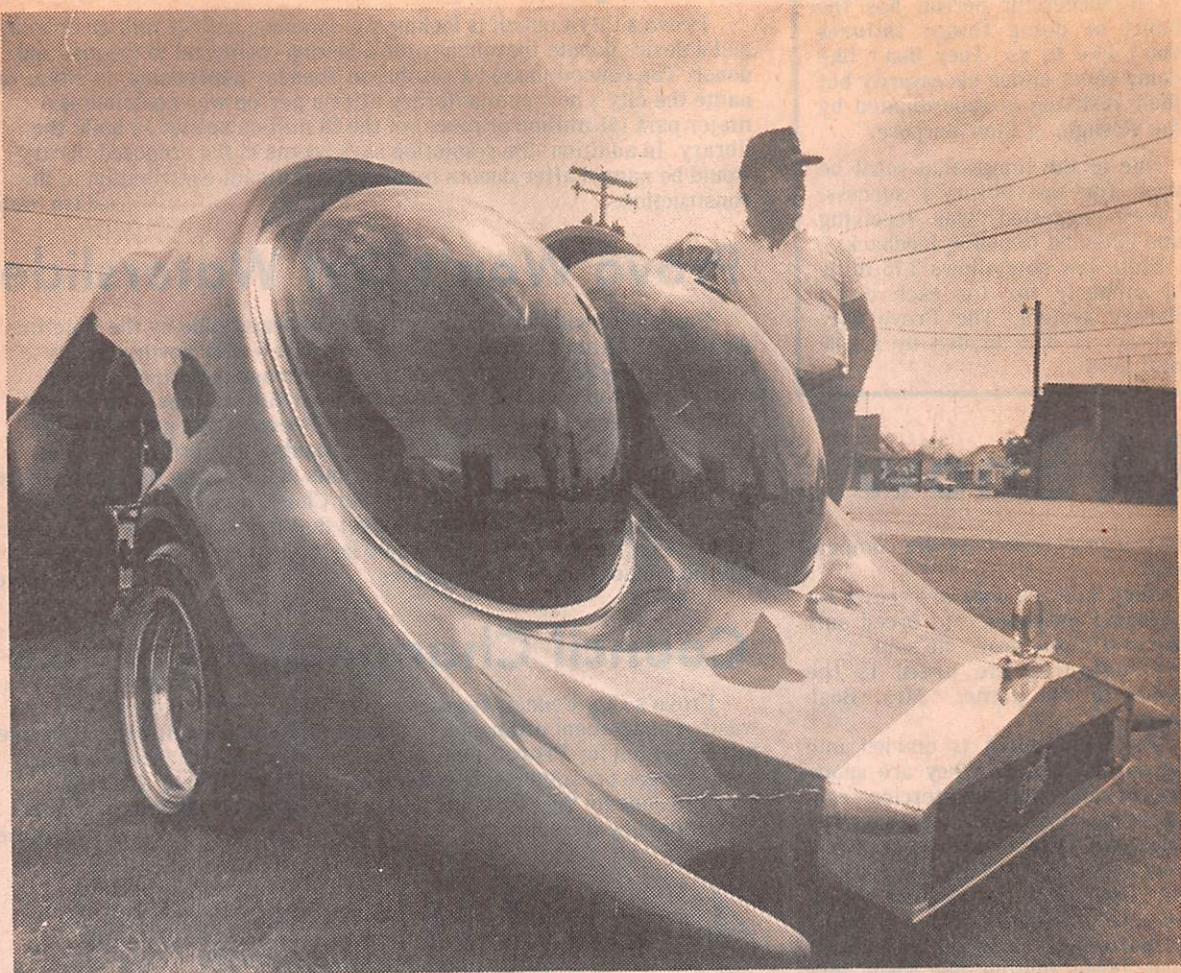


**NOTHING
SPARKS
LIKE A
CHAMPION**

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1986 Ford Taurus: high
technology and aerodynamics



Meb Anderson Photo

Orem's Craig Bybee now owns the Roach Coach, a car which has been displayed around the world.

Well-Known Show Car Now Calls Orem Home

By **BOB HUDSON**
Assistant City Editor

1985
It has been said the only difference between men and boys is the size and cost of their toys.

And, if you watch Craig Bybee of Orem as he displays his newest acquisition — the Roach Coach, it's obvious that he is as pleased as a kid with a new toy.

The Roach Coach is a \$120,000 futuristic fantasy of automotive sculpture.

And, Bybee, or more correctly his Famous Sculptures firm, owns it.

Tuesday it was sitting on the lawn of Bybee's business, just a block off State Street and 200 South. Despite the location, there were a number of people looking it over.

That's something that Bybee doesn't mind at all. After all, the Roach Coach is a show car, one that has been featured in car shows around the world and in hot-rod magazines three and four times.

Bybee bought it because "we caught the guy (the previous owner) at the right minute."

Wednesday it will begin a trip to Columbus, Ohio for some needed repairs. Then it will go on the

show-car circuit, returning to its home base in Orem two or three times a month.

It has just returned from a three-year tour of Europe.

"Once people know it's available, we won't have any trouble getting it into any (car) show around the country," Bybee said.

He said he bought it for use in conjunction with one of his many businesses, a firm known as the Pinman Company. That company manufactures and sells collector's pins like the BYU #1 pins that were so popular after the Cougars were named the national football champion for 1984.

"It's just an awesome piece of machinery," said Bybee as he proudly pointed out its features. "Everybody stops when they see it."

According to Bybee, the car is 11 years old. It was designed by Ed Newton and fabricated by Californians Dan Woods and Jim "Jake" Jacobs and was built on an Indy-car frame designed by Andy Granatelli. It is powered by a STP fuel-injected Indianapolis V-8 engine.

It can be made to run, and has done so at speeds up to 200 miles per hour, but, Bybee said, "we've decided not to do it" because

running it would destroy many of the show surfaces.

Tom Ross, the car's traveling manager, said the car will be away from home almost constantly.

"Who knows when it'll come back?" Ross asked. "That depends on the bookings."

Ross said the car will be used for promotions, grand openings and the like and may even appear in the movies. Right now Bybee plans to use it as a drawing card for a booth from which to sell his pins and he and other Pinman representatives travel from car show to car show.

"This is a pretty famous car, an awesome machine," Bybee said. "It's been in every hot rod magazine in the world three or four times."

"I can't believe we own it," Bybee said. "I see it sitting here, then go away and think it's a dream. Then I get up the next morning and it's still here. Maybe after it leaves I'll think it's a dream again."

In the meantime, Bybee looks out an office window at a bug-eyed vehicle with a roach encased in its hood ornament and smiles. For the moment it's the centerpiece of his toy collection.

Fastest U.S. Car?



Aerodynamic Pulse GCRV has tandem seating for two, training wheels in the little winglets, and a Honda motorcycle drivetrain.

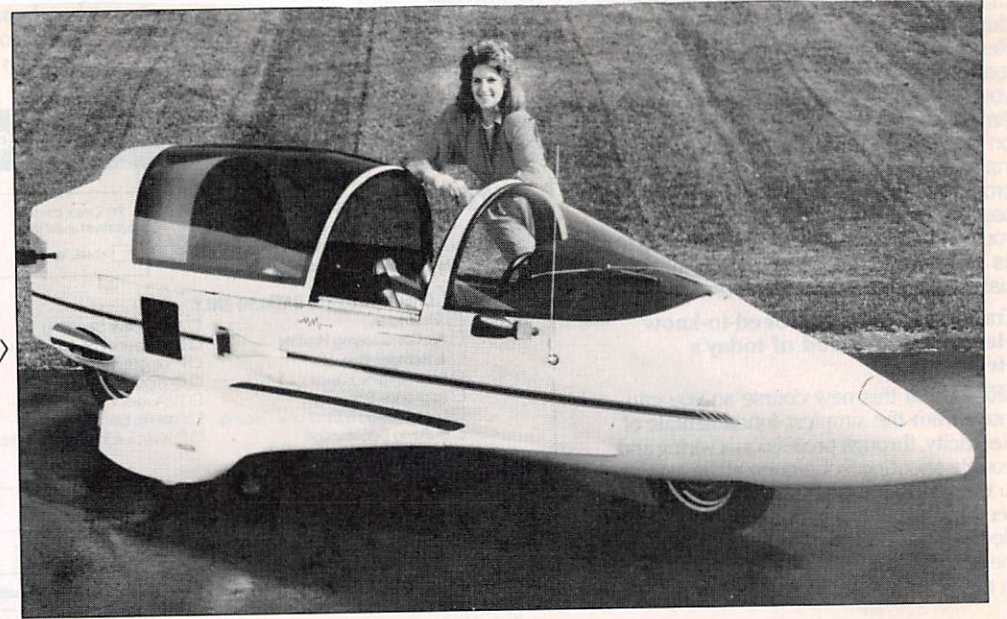
Vette fans! Throw away your fiberglass dinosaurs and get into the '87 Pulse GCRV, said to be "faster than any production car built in America." Powered by an 86-hp, 1.2-liter Honda Gold Wing engine, the Pulse has a 0-to-60 time of 6 sec-

onds and a calculated top speed of 180 mph. Weight is 1080 pounds and "unofficial wind tunnel tests" give it a C_D of "0.18 clean; 0.19 dirty." It costs about \$15,000 from Owosso Motor Car Co., 501 S. Chestnut St., Owosso, MI 48867.

Road rocket

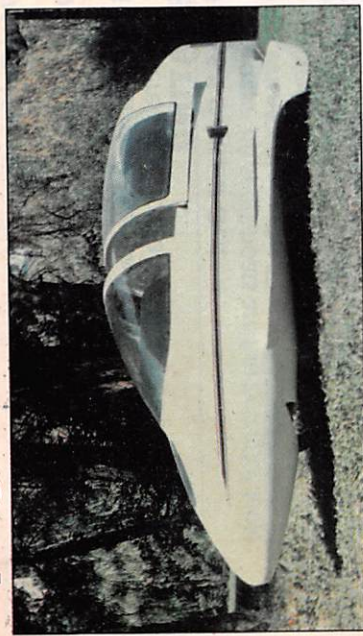
The six-speed Pulse GCRV goes over 120 mph, gets more than 70 mpg, and has a drag coefficient of less than 0.02, claims the maker. It seats two beneath a removable acrylic canopy. Pulse GCRV is made by Owosso Motor Car Co., Box 308, Owosso, Mich. 48867. Price: from \$11,500.

84 | POPULAR SCIENCE



1987

A project of patience



BD-200 autocycle, a motorcycle-based vehicle, is a 2-place tandem.

Before starting construction, it took me a year to gather all the parts needed for my autocycle (see *BD-200: It Almost Flies*, page 148, Feb. '82). And then it took two years to build it in my garage at home. The hardest job was getting the aluminum pipe for the main frame. I found it at a boat-building yard in Vancouver. In Edmonton, Alberta, I found a place that used my forms to pull the Plexiglas windshield and canopy. The motorcycle parts are from a Suzuki 400. My autocycle may be displayed at Expo '86 in Vancouver. I've enjoyed PM for a long time and have built many of your projects, including the heavy-duty workbench that I do all my work on.

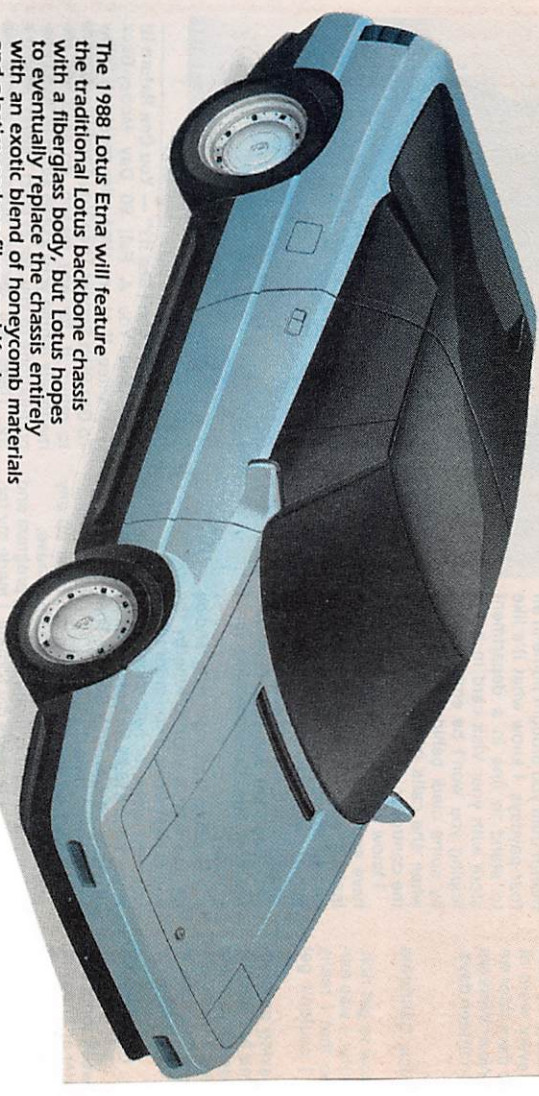
GERRY E. MARICLE
KAMLOOPS, B.C. CANADA

Mar 1986 PopMech

The BD-200 that reader Maricle built was the brainchild of aircraft designer Jim Bede, founder of Bede Design (1215 Crawford Rd., Lakewood, OH 44107), and was made using Bede's plans. Since it was not a kit with all parts included, construction was a challenge—and the result is beautiful!

BODY/CHASSIS

A CENTURY OF PROGRESS



The 1988 Lotus Etna will feature the traditional Lotus backbone chassis with a fiberglass body, but Lotus hopes to eventually replace the chassis entirely with an exotic blend of honeycomb materials and plastics: carbon-fiber and Kevlar-reinforced resins.